





EDMONTON BULLETIN, DEC. 29, 1888.

The liquor question which was brought so prominently before the Northwest assembly at its late session is coming in for a large share of attention from the various newspapers of the Territories just now. Where some of the critics have obtained the information upon which their conclusions are based is a mystery. The Calgary Herald says editorially, "A large majority of the representatives of the people \* \* \* announced themselves fairly and squarely in favor of high license, while a fair portion of the small minority, while not supporting high license did not actually oppose it." A correspondent of the Calgary Tribune is enraged because a vote of the people on the question was staved off on the opinion of the legal experts at the desire of the prohibitionists. The Macleod Gazette is quite pleased, from a license standpoint, with the second resolution passed by the assembly bearing on the subject, and the Prince Albert Times is under the impression that the assembly was a vote of the people by districts. There in favor of the submission of the question to were just two resolutions passed by the assembly on the subject, the first of which declared that the question whether license or prohibition should prevail in the Territories should be decided by popular vote. This was carried by a vote of fourteen to six, the members voting in the minority being the only ones to declare themselves in favor of license. That steps were not taken to give effect to this vote, so far as could be judged by the debates or votes on the matter, was solely due to the opinion rendered by the legal experts that the assembly had not the legal right to take such steps. This opinion of the legal experts was sustained in committee of the whole, the committee standing thirteen for and seven against; the six members who had voted against the first resolution to take a vote of the people and who had declared themselves in favor of license voting to sustain the decision of the legal experts, showing that that opinion was considered by them to be in the interests of license. The second resolution passed re-affirmed the desire of the assembly to have a vote taken and asked that the federal government, as having the right to do so, take the vote; and afterwards asked, if it were not the pleasure of the federal authorities to grant that request, that provincial powers be granted to the assembly in the matter. This resolution was carried by a vote of thirteen to seven, those opposing doing so on the ground that the latter part of the request was really for the power to license but not for the power to prohibit and therefore conflicted with the first part. Those supporting maintained that the right to license carried with it the right to prohibit and that therefore the latter part of the clause did not conflict with the former part, asking that the matter be decided according to the wish of the people. If it is held that the request for provincial powers in the matter meant a straight demand for license, then the first part of the clause contradicted the latter part, which kills the effect of both, in which case the only resolution of value in the matter was the first one in favor of the popular vote straight. If it is held that the two parts of the second resolution do not conflict then no vote whatever was taken which showed in the faintest degree that any more than six members of the assembly were in favor of a license system. The question of license vs prohibition was never brought to vote in the assembly in committee or otherwise nor was the question of taking the vote in any other way than for the Territories as a whole. If the friends of license can extract any hope for their cause from these facts they are welcome to do so. On only one point can they be congratulated. If they hold—contrary to their loudstated and most prolonged professions—that the law as at present administered

THE Free Press demands that the rascals Greenway and Martin shall be turned out of power in Manitoba, "not only because of what they have done, but what they actually are." "Blot out the corrupt bargain for \$12,500 of election fund, the \$500 a mile for "etc., etc." withdraw all the falsehoods, all the evasions, all the broken promises; clear up and deodorize the trail of moral and political foulness that marks their career as ministers, and it would be the same. They have shown themselves to be inherently immoral and corrupt, and not, therefore, to be trusted. Guiltless to-day, they have that in them that would drive them to guilt to-morrow. A thousand Hudson Bay railway guarantees would neither clean them nor redeem them." When the Free Press demands that responsible ministers shall be turned out of power though guiltless of wrong merely because it declares them capable of wrong doing it only makes itself ridiculous, and strengthens the ministers against its attacks.

AGRICULTURAL SOCIETY.

## DARGAINS

**Farm produce wanted.**

Having been successful, in securing, the stock exposed by Blair's Sale on the 21st. inst. I am now able to supply my customers with Winter Millinery, in all styles, at less than

**L**UMBER.  
FRASER & CO.  
Have on hand a large stock of  
DRY LUMBER.

BROWN, & CURRY, .....

..... HAVE, NOW, ON, HAND, A, FULL, STOCK, OF, CHRISTMAS, GROCERIES, .....

..... RAISINS, .....

..... LONDON, LAYERS, .....

..... BLACK, BASKETS, .....

..... TEAS, THE, BEST, IN, THE, COUNTRY, COD, FISH, .....

..... JAPAN, TEAS, IN, PACKAGES, .....

..... LABRADOR, .....

..... FINEST, DEHEGA, .....

..... BASKETS, & CHESTS, .....

..... HERRINGS, .....

..... LOOSE, MU-CATELS, .....

..... BLACK, TEA, IN, ALL, GRADES, HAMS, AND, .....

..... AND, OTHER, BRANDS, .....

..... BUTTER, .....

..... CANDIED, PEEL, .....

..... COFFEE, CHOICE, JAVA, OLD, CORN, AND, .....

..... FRESH, FIGS, ALMONDS, .....

..... GOVT, JAVA, PURE, .....

..... OAT-MEAL, .....

..... PRISIAN, DATES, .....

..... RIO, & PURE, MOCHA, .....

.....

..... EVAPORATED, .....

..... APPLES, .....

..... ALSO, A, SELECT, LOT, OF, .....

..... PLUMS, .....

..... PATENT, MEDICINES, .....

..... PEACHES, .....

..... APRICOTS, .....

..... NECTARINES, .....

..... CHERRIES, .....

..... COAL, OIL, IN, TINS, .....

..... AND, RASPBERRIES, .....

..... AND, BULK, .....

..... ALSO, A, FULL, LINE, OF, CLOTHING, AND, DRY, GOODS, .....

**LOST.**  
A thoroughbred Cockle Spaniel pup, with  
white spot on breast, named "Toby." Any  
person returning same will be rewarded.  
Dr. H. C. Wilson.



W. Ogilvie, D. L. S. and party arrived from the Yukon and Mackenzie rivers by way of Lac la Biche and Victoria on Monday, and left for Calgary on Tuesday by M. McCauley's teams. Mr. Ogilvie has been employed since the spring of 1887 in exploring and making instrumental surveys in the far northwestern part of Canada. In June of 1887 he reached the head of Chilkat inlet on the Pacific coast of Alaska by steamer and made the portage over the Talay (pronounced "Ti-i"), or Perrier pass of Schwatka, from the head of the inlet to the head of Lake Lyndeman on the Lewis river, a main branch of the Yukon, reaching the latter point on July 12th. The distance from tide water at the head of Chilkat inlet to the summit of the pass which rises 3440 feet above high tide is 15 miles. The first six miles of the distance to the summit is made in canoes up the Talay river, and the remaining nine on foot, all goods being packed on men's backs. The pass is generally of an easy slope for the ascent for man or animal except the last 500 feet near the summit, which a man with a pack finds some difficulty in climbing. In summer time the trail over this steepest part is not used, a longer road around over the rocks being taken. The coast does not become ice bound in winter owing to the high tides, but travel over the pass does not usually begin before the first week in March and ends in October. The weather in the pass is very unpleasant, snowing or raining nearly all the time with very fierce winds, especially in winter. From the summit of the pass to Lake Lyndeman the descent is 1267 feet in 8 miles and the trail is broken by several deep ravines which make travelling difficult. The Lewis river at Lake Lyndemann opens about the 1st week in June and closes in October. At an elevation of about 500 feet above the lake scrubby timber is entered which becomes larger as the descent is made, but even at the lake there is none of practical value, nor is there any of value until reaching Marsh lake about 40 miles below Lake Lyndeman and a short distance above the Canyon. The Canyon proper is about five eighths of a mile long with a width of about 100 feet and with perpendicular walls of rock on both sides from 80 to 100 feet high. This rock is basaltic and in many places stands in well defined hexagonal columns. The passage through the Canyon is made by canoe in about three minutes. Below the Canyon there are small rapids for about half a mile which can be run with any ordinary canoe. The river is then calm for another half mile but on turning a bend the White Horse rapids are suddenly entered. These rapids are the only danger to impediment to canoe navigation in the whole river, and are between 75 and 100 miles below the head of Lake Lyndemann. Above them the river is about 200 yards wide and at the foot converges to a stream about 20 yards wide. This is the point at which the danger is. No one attempts to run them in a canoe, but they have been run safely by one or two who happened to get in there before they knew their danger. Their getting through safely was a mere accident, as the matter was altogether beyond their control. These rapids are passed by a portage about three miles in length. No obstacle to navigation occurs below White Horse rapids until the Black rapids of Schwatzka at the Fox Trench of the interior is reached. So valuable the commerce account of the enormous amount of work which must be done in the summer and in improving the passages of the water along it so that there is a depth of a couple of feet at the falls, which constitutes the whole of the rapids, and wood placed on various points to obstruct the current. From the Fox Trench to Selkirk international boundary the river is a steady flow from 200 to 300 yards wide and runs down with a strong current. There are remnants of the Alaska Commercial Company here under 30 to 40 miles a day trip canoe. Immediately the lands are thought to be the most extensive of the Yukon and the first stretch of the coast on the Pacific side of the continent which gives the Lewis River its name about 200 miles on the coast is the Lewis project. There is no town. There is a few houses and a few stores and a few boats and a few people. The Lewis River is a fine stream and is a good place to go to see the mountains and the coast. The Lewis River is a fine stream and is a good place to go to see the mountains and the coast.

ber 1887 the party went into winter quarters on the Yukon near the international boundary and on the 28th of September the following soundings were taken on the river three miles above the boundary, at intervals of 100 feet: 10 feet, 16.3 feet, 23, 25, 25.5, 21, 16.2, 11 2, 6 2, 3.7, 3.5, 3.5, 3.5, 3.2, 3.7, 4, 5.3, 6.8, 7, 10 2, 4 feet. Total width of river 2,250 feet. The ice began to drift at the camp on October 21st and set fast on November 15th. On November 28th the ice was 13 inches thick, on January 3rd 1888, 40½ inches, on February 3rd 48 inches and on March 2nd 48½ inches. Although south of the Arctic circle, the camp being in the valley of the river the sun apparently set on December 7th and did not rise until Jan. 5th. The coldest weather in the several months spent in the winter camp was, in October 4 degrees above zero, in November 24 below on the 14th, in December 55 below on the 18th, in January 53.5 below on the 31st, and in February 52.7 on the 1st. At the boundary the river generally breaks from the 20th of April to the 1st of May. On March 3rd the party broke camp and started to cross from the Yukon to the headwaters of the Porcupine, the most northerly of the main branches of the Yukon, which joins the main stream at old Ft. Yukon in Alaska. They went down the Yukon 35 miles to the mouth of a small stream which enters from the east, called by the Indians Tatonduc, and by the miners Sheep Creek. This was ascended to its head. The N-hauni mountain range between the heads of this stream and of the Porcupine was crossed over by a pass 3,200 feet above sea level in north latitude 65 degrees and 20 minutes, and the descent of the Porcupine made for a distance of 20 miles, or to where the barometer showed the grades to be safe enough for canoe descent. On the 10th of April a new camp was made on the Porcupine to wait for the breaking up of the ice so that the descent could be made in canoes. The location of this camp was in 65 degrees, 43 minutes north latitude and 139 degrees, 40 minutes west longitude. It was about 600 feet lower than the summit of the pass. Average depth of snow during the winter was about three feet. The lowest thermometer during March was 22.7 below on the 4th. The first thaw of the season occurred on April 29th and the first insect life appeared on April 30th, being a small bug which came out of the river. Snow bugs appeared on May 1st. The water began to rise on May 4th and rose until the 15th, when the ice broke and began to run out. The first geese appeared on May 8th and the common house fly appeared on the same day. The first swans were heard on May 10th the first mosquito seen on May 14th and the first cranes on May 15th. The descent of the Porcupine was made from the spring canon in canoes to the confluence of Bell's river which comes in from the east, a distance of about 140 miles measured on the crooks of the valley, not following the course of the stream. The total fall in this distance was 1,379 feet. The ascent of Bell's river was made to a pass through the Rockies. This pass is about 8½ miles long and there is nothing to prevent a first class road, either rail or wagon, being built across it. From the east end of the pass a small mountain stream was descended in canoes. The upper part of this stream was very rough and rapid, falling 1,120 feet in a distance of 24 miles. A railroad could easily be built along this creek, the grades being easy with very little cutting. On this creek was quite a large seam of coal of fair quality also a large exposure of a limest. From the foot of the rapids on this stream to its junction with Peel river is 17 miles not including the sinuosities of the river. The rapid upper part is called by the Indians Trout river and the smooth lower part Poplar river. The total distance thus ascended from the Yukon at the boundary line to Peel river 14 miles below Fort McPherson is 318 miles. In travelling this distance two mountain ranges were crossed, one in winter when everything had to be loaded on toboggans, and the other in summer when everything had to be packed on men's backs. Much work in geological surveying was done at Peel river going in to the Yukon. An accurate instrumental survey was commenced at Fort McPherson 14 miles above where Peel river was entered from the west and was continued down Peel river through various channels of the delta of the Peel and Mackenzie to the proper waters of the latter, a distance of 32 miles. The ascent of the Mackenzie was then begun on June 26th and the survey was continued up the west and connected at Chipewyan with the survey of the Athabasca and Peace rivers by Mr. Agate in 1882, the distance being 1,417 miles. In this whole distance only one obstacle to navigation, occurs which is the rapids at Fort Smith 104 miles below Fort Athabasca. There are two rapids in the Athabasca proper but they offer no impediment to the A. B. Co. steamer now navigating that river which draws five feet of water and ascends the river 1,300 miles from Fort McPherson to Fort Smith, making a total trip at average of about 6 miles an hour. Another lake the boat can make use of is the lake at Fort. In the month

The residents of all points, north, east and south of Fort Saskatchewan, will find it a good point to trade at.

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General Agents,  
for the Hawaiian Islands,  
of all the celebrated French  
and Foreign Automobiles, &c.

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Shops in rear of A. Macdonald & Co.'s store